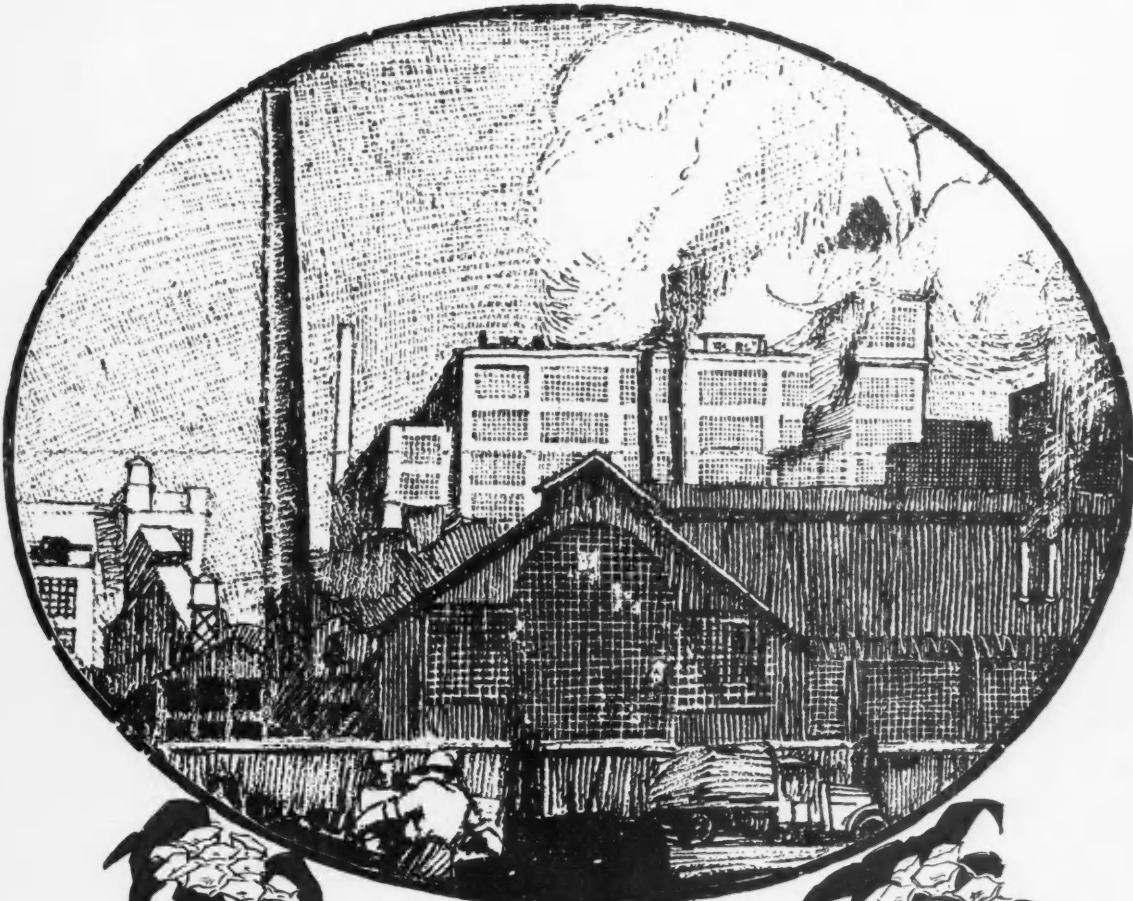


APRIL



CONNECTICUT INDUSTRY

PUBLISHED BY

The Manufacturers Association of Connecticut, Inc.

A MESSAGE FROM MEMBERS TO NON-MEMBERS

UNITY IN ANY LINE OF BUSINESS MEANS STRENGTH TO THE INDIVIDUAL.

THE TOTAL OF INDIVIDUAL STRENGTH MEANS POWER AND INFLUENCE TO THE ASSOCIATION.

PROPERLY DIRECTED INFLUENCE AND POWER MEAN COMMUNITY PROGRESS, SUCCESS AND DOLLARS IN THE POCKET OF THE INDIVIDUAL.

THE DUES WHICH A MANUFACTURER PAYS TO HIS ASSOCIATION ARE AN INVESTMENT IN SECURITIES AGAINST DELAYS AND INTERRUPTIONS AND ARE AN INVESTMENT IN THE TOOLS OF PROGRESS. THIS ASSOCIATION IS THE ONLY STATE-WIDE ORGANIZATION IN CONNECTICUT MADE UP SOLELY OF MANUFACTURING CONCERNs.

IT HAS ESTABLISHED CONTACTS IN OVER THIRTY STATES OF THE UNION.

IT REPRESENTS ITS MEMBERS AT WASHINGTON.

IT PROTECTS THE INTERESTS OF THE MANUFACTURERS AT THE CONNECTICUT GENERAL ASSEMBLY.

IT HAS SECURED HUNDREDS OF PERMITS FOR SHIPMENTS OF FREIGHT TO AND FROM EMBARGOED TERRITORY.

IT HAS AIDED MEMBERS IN SECURING AN ADEQUATE FUEL SUPPLY.

THERE ARE TIMES WHEN THE SOLUTION OF YOUR PROBLEMS IN ANY OF THE FIELDS WILL MEAN THE SAVING OF MANY DOLLARS AND MUCH TIME TO YOU. IN A WORD, THERE IS NEVER A DAY YOU DO NOT NEED THE ASSOCIATION. THERE IS NEVER A DAY THAT THE ASSOCIATION DOES NOT NEED YOU. IF THE STATE OF CONNECTICUT IS INDUSTRIALLY SUPREME, YOU, AS A MEMBER OF THE MANUFACTURERS ASSOCIATION OF CONNECTICUT, ARE SUPREME IN YOUR INDUSTRY. WHY "GO IT ALONE" WHEN THERE IS AN ORGANIZATION OF 800 OTHER CONCERNs READY TO FIGHT YOUR BATTLES FOR YOU.

CONNECTICUT INDUSTRY

PUBLISHED BY

The Manufacturers Association of Connecticut, Inc.

VOL. I

APRIL, 1923

No. 4

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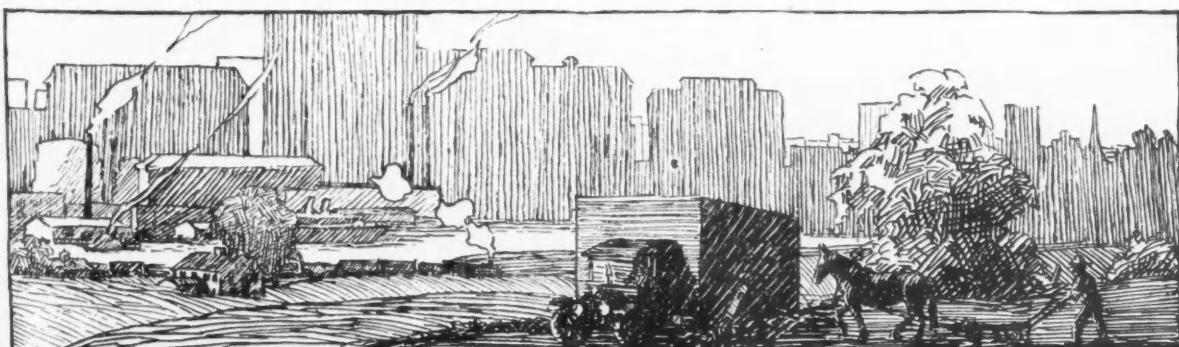
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New Haven & Hartford Railroad Company, by
C. L. BARDO, *General Manager.*

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INDIVIDUALISM

Out of the individual mind are born the ideas which make a nation great or small.

Our industrial progress is entirely dependent upon the end toward which these ideas are directed.

If, as unfortunately is the case in many instances, the individual endowed with imagination and ability uses these God-given gifts to induce struggle and strife among his fellowmen, that progress is retarded.

To retard industrial progress is to deprive the worker, the management and the investor of the fruits of honest labor.

We must recognize the principle that continued progress is dependent upon the right of every individual to place himself in the position to which his character, intelligence, imagination and ability entitle him. It is dependent upon his right to be free to labor and to advance as he will.

To restrict or to restrain the exercise of these inalienable rights is to deaden ambition and to make the nation lifeless.

A decadent civilization is the inevitable result of deadened ambition and national inertia.

Albert Hubbard

EMPLOYES REPRESENTATION PLAN OF THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD

By
C. L. BARDO, *General Manager.*

The Transportation Act of 1920, passed by the Congress of the United States, created the United States Railroad Labor Board. Section 301 of this Act sets forth certain relevant circumstances by which the Labor Board shall be governed in their determination of just and reasonable rates of pay and working conditions, of subordinate officials and employes of carriers subject to the jurisdiction of the Labor Board. Predicated upon these circumstances, the Labor Board has on various occasions promulgated decisions readjusting rates of pay and working conditions, both as to increases and decreases, following disputes presented to them either by the carriers or by organizations of employes. Under date of June 5, 1922, they handed down what is known as Decision 1036, authorizing a reduction in the rates of pay of shop craft employes, to become effective as of July 1, 1922. Their decision was rendered after a full and complete hearing lasting several weeks, during which time voluminous testimony and evidence was submitted by the carriers and the employes' representatives.

Without any advance notice to the management of this Company, except such as we obtained from the public press, the Mechanical Department employes, represented by the Railway Employes' Department of the American Federation of Labor, withdrew from our service practically 100% at 10:00 A. M. on July 1, 1922, in violation of the decisions of the United States Railroad Labor Board. At conference on June 30, 1922, arranged for by us for the purpose of determining, if possible, the causes of the contemplated strike and the possibility of avoiding it insofar as this Company was concerned, we were informed that the committee representing the employes on this system had no authority to settle it but that the entire strike was in the hands of their national leaders, headquartering in Chicago.

The management was under the obligation of rendering to the public a continuance of the efficient

transportation service which the public does, and has a right to, expect. We, therefore, began to utilize every resource at our command to build up a new complement of employes to take the places of those who had gone on strike. As indicative of the attainment of this goal, it may be stated that at the present time we have more employes working at the mechanical trades than were in our employ on June 30, 1922, the day prior to the strike. These employes were engaged with the very definite promise on the part of the responsible supervising officers of the Company that they would be retained in the service so long as they continued to render efficient service in the class of work for which they were qualified.

Under date of July 3, 1922, a resolution was adopted by the United States Railroad Labor Board in which was contained the following paragraph:

"Whereas in the future submission of disputes involving rules, wages and grievances of certain classes of employes of the carriers, it will be desirable, if not a practical necessity, for the employes of each class on each carrier to form some sort of association or organization to function in the representation of certain employes before the Railroad Labor Board, in order that the effectiveness of the Transportation Act may be maintained."

For the purpose of complying with the practical requirements of the Transportation Act and in order that the rights of individual employes might be properly regulated, arrangements were

REGARDLESS of the assertions of striking ex-employes, the employment representation plan of the New York, New Haven and Hartford Railroad is working extremely well. The plan deserves to succeed because it is based on justice and fair play.

made for the forming of an Association of employes, free from outside dictation of any sort. All of the employes of the mechanical trades in the Mechanical Department were requested to indicate on a ballot their desires with respect to the forming of an Employes' Association. A favorable expression from practically 100% of the employes was received. They were then requested to vote for individuals to represent them on their respective divisions or at their respective shops, in the handling of grievances and for the negotiation of rates of pay and working conditions. Having successfully arranged for such representation, they thereupon formed themselves into an Association known as the Mechanical Department Association of the New Haven System, and adopted by-laws for the government of such association and the members thereof. A total of thirty-seven local representatives were elected by a majority vote of the employes, and of this number six were appointed to deal with the management for the negotiation of an agreement and also to act as representatives of the employes on a System Board of Adjustment composed of the six representatives and an equal number of representatives of the Company. The preamble of the Memorandum of Agreement governing the establishment of the System Board of Adjustment stipulates the duties of this Adjustment Board as follows:

"The disposal of all disputes arising out of proposed changes in rules, working conditions or rates of pay; disposal of all disputes growing out of personal grievances or out of interpretation or application of the schedules, agreements or practices now or hereafter established on these railroads which cannot be adjusted by direct conference between shop superintendent and or master mechanics and local adjustment boards," shall be adjusted by the System Board of Adjustment.

In accordance with the terms of this memorandum of agreement, conferences have been held and an agreement negotiated covering rules, rates of pay and working conditions effective as of August 18, 1922. The System Board of Adjustment holds regular stated monthly meetings on the first Monday of each month. At the monthly meetings all matters brought before the Board are satisfactorily disposed of.

The benefits to the employes and to the Com-

pany through the formation of the Association of Employes are illustrated by the following features:

1. Assurance is given to the present working force that the New York, New Haven and Hartford Railroad officials have fulfilled their promise to stand by their men who have remained in the service or who have been employed since the strike, who are qualified to perform the service for which they were engaged.

2. It provides the individual employe with an adequate means of expression of any grievance.

3. It assures the worker that any shop grievance will receive full and fair consideration and that all grievances of any character will be disposed of by a Board of Adjustment composed equally of representatives of the employes and of the carrier.

4. These benefits accrue to the worker without outside influences or domination.

5. All of the representatives and officers of the Association are employes themselves; their interests and the interests of the workers are identical.

6. The officers and representatives serve without salary or recompense of any kind, the only cost to the workers being an amount sufficient to cover actual and necessary expenses.

7. The Association assures the worker, as well as the Company, against being involved in a strike, or other time and money wasting controversies, at the instance of national organizations or leaders.

8. The conduct of the affairs of the Association is left entirely to its members, the members having voice in the spending of their own money, none of it being diverted to preconcerted tax or otherwise for the purpose of supporting a national organization or the leaders thereof.

DEDICATION of Sterling Chemical Laboratory of Yale University on April 4, at 11 A. M. All members should make every effort to attend this most important event.

LEGISLATION

THE LEGISLATIVE SITUATION

At this writing we are in the twelfth week of the session of the Connecticut General Assembly. Approximately 1,620 bills have been introduced, and a large number have been disposed of.

It is yet too early to compare the ability of this Legislature with previous ones. There are many new members, who, for the most part, are reluctant to assert themselves. This, however, does not apply to the labor members, and, as a result, the labor program is unfolding with certain rapidity.

The Governor in his inaugural address, stressed economy, and it must be said, in justice to the administration, that there are evidences that this program will be carried out. It is impossible, of course, to make any definite predictions concerning expenditures until the Appropriations Committee makes at least a preliminary report, or until a sufficient number of bills have been reported by that committee.

The estimates of receipts for the next two years, based on the reports of the Treasurer and the Tax Commissioner, amount to \$25,281,000. The estimated expenditures for maintenance amount to \$25,293,616. In addition to request for maintenance, requests totalling over \$10,000,000 for new construction and new projects have been made to the Board of Finance.

During this session of the Legislature, the Manufacturers Association has not been "anti everything." The organization has lent its support to all legislation which in its belief was in the best interests of the state. It has supported the bills on mosquito elimination, various educational bills, the state police bill, various highway and motor vehicle bills, and a large number of taxation bills, but it has openly opposed all bills which have for their object the stifling of industrial progress.

No attempt can be made in so short a statement to list the status of the bills which have been introduced. A complete report will be made through our bulletin service.

REVIEW OF THE FINAL SESSION OF THE 67TH CONGRESS

The passage of the Farms Credit Bill and the defeat of the Ship Subsidy Bill through the filibustering methods of the Senate minority were the chief events of the final session of Congress.

The agricultural bloc may be credited with the passage of the Farms Credit bill and for the defeat of the Ship Subsidy bill. The former as finally passed contains many provisions that were not in line with the thought of the administration. The agricultural bloc, however, forced the administration on these provisions. This bloc failed to complete its full program, but it exercised a most powerful influence in both the Upper and Lower House.

The most notable failure was that concerning Muscles-Shoals. There can be little doubt, however, that the bill will pass the next session of Congress, as the balance of power in both Houses lies with the agricultural bloc.

The administration failed in its effort to prevent further issues of the tax exempt securities by Federal, State and local governments.

Child Labor Legislation failed of enactment, but it is safe to say that it has an excellent chance of passage during the next session of Congress.

New England senators threatened to filibuster in case the bloc made any attempt to enact the Truth-in-Fabric Bill.

The Farm Credits Bill, which was finally passed, amended the Federal Farm Loan Act by increasing the loan limit from \$10,000 to a maximum of \$25,000 in certain cases.

There was little difficulty in securing action on the British Debt Adjustment Bill. The administration secured the passage of this bill in the House without amendment, but in the Senate it was amended to provide for democratic representation on the Funding Commission, and for ratification of all future settlements by Congress. These amendments were accepted.

The Farm Bloc again exercised its authority in the bill which provided for the Government's purchase of the Cape Cod Canal. They threatened to attach the Muscles-Shoals bill as a rider, if the Cape Cod bill was called up. This threat was sufficient to prevent debate.

TRANSPORTATION

BRAIN, BRAUN AND WEALTH

Mr. E. O. Goss, President of the Scovill Manufacturing Company, who probably has given as much thought to the problem of transportation as it affects New England as anyone in this section of the country, made a statement at a recent hearing of the Connecticut Commission on Railroad Consolidation, which is worthy of note. Mr. Goss said in part:—

"It is important before we enter into any discussion to develop a clear and concise statement of the problem. The coordinate factors in every phase of life of our people in every section of the land, and especially in New England, are industry and transportation. Neither can exist without the other, and both languish and die whenever either fails to function. If industries die or languish the very life of our people is threatened.

"The incentive to the establishment of industries or systems of transportation is the useful and profitable employment of capital assets. These assets are Brain and Brawn and Wealth. The last can be measured and tabulated and calculated as to its assignment to the enterprise, but it is created and exists only through the proper co-ordination and Brains and Brawn. Much of the brain power available is wasted because we do not discover or develop it. Much of the useful effect of brawn is wasted, because it is not intelligently directed.

"So it goes that all available capital assets are not so profitably or usefully employed as to create the greatest possible wealth. For this state of affairs we are each one measurably responsible.

"We can and should take stock of the wealth of New England in the various fields of enterprise. If such a survey were tabulated, both as to industry and transportation, it would form a basis for credit and would definitely establish the fact that any extension of credit necessary to develop our trade would be justified, provided, however, that assurance can be given that our capital assets will be conserved and fully employed at home.

"We can now state the problem as follows: How can our capital assets be given full and profitable employment in industry and transportation within the section of our country east of the Hudson River and Lake Champlain?

"I conceive it to be the duty of every citizen to study the relationships between his employ-

ment or business and the business of conducting transportation with a view of fixing his individual responsibility for the complete and orderly development of both."

NEW ENGLAND STEAMSHIP SERVICE

The Interstate Commerce Commission has handed down a decision permitting the Southern Pacific Steamship Lines to increase their existing service which now runs between Galveston, New Orleans and New York to include service between all New England Ports and ports on the Gulf of Mexico west of New Orleans. In allowing this apparent violation of the Interstate Commerce laws, the Commission held that this service would be of advantage to commerce and would not tend to exclude competition of the independent water lines. This is a very important decision from the New England standpoint.

SUPREME COURT DECISION FAVORS NEW ENGLAND

In the case brought by the Akron-Canton and Youngstown Railroad Company and other carriers west of the Hudson contesting the validity of the order of the Interstate Commerce Commission increasing by 15% the amount which New England railroads should receive in division of through freights, the United States Court upheld the action of the Interstate Commerce Commission. The 15% decision is therefor still in effect.

ROUTING RE-SHIPMENTS

Shippers should bill all traffic to a given port in care of the Coastwise Line, and the words "re-shipment" should be endorsed on the bill of lading. The actual destination and the name of the ocean line should also be included. In brief, the name of the consignee and destination, the name of the steamship company, the port of destination, the port for re-shipment, and the name of the steamship line by which the good is to move.

New England ports have contended that preference has been given to other Atlantic and Gulf ports. After investigation, Examiner Charles F. Gerry of the Interstate Commerce Commission reported that the contentions could not be sustained.

INDUSTRIAL RELATIONS

EMPLOYMENT IN CONNECTICUT INDUSTRIES JANUARY 1923

District	Number Plants Reporting	Average Number on Pay Roll (per cent)	Average Weekly Hours Operated (per cent)	Man Hours Worked Per Week (per cent)
Ansonia-Derby				
Seymour-Shelton	37	87.1%	96.8%	84.4%
Bridgeport	36	73.7%	102.6%	78.1%
Bristol	15	100.0%	100.0%	100.0%
Middletown	19	100.0%	100.0%	100.0%
New Britain	29	100.9%	101.4%	107.5%
New Haven	38	99.8%	98.0%	97.7%
New London	15	94.7%	100.0%	94.7%
Southington	10	88.2%	101.2%	91.8%
Stamford	14	98.2%	100.0%	98.2%
Waterbury	25	99.7%	93.7%	93.4%
Average	238	92.2%	99.8%	92.0%

Industrial Activity

According to the figures in this report which are based on 238 plants in 10 districts, the industrial activity was 92% during January as compared to normal conditions or 8% below the normal period.

Average Weekly Operating Schedules

District	Normal Period	JANUARY 1923
Ansonia-Derby		
Seymour-Shelton	53.5	51.8
Bridgeport	48.8	50.1
Bristol	55.0	55.0
Middletown	54.0	54.0
New Britain	54.7	55.5
New Haven	51.2	50.2
New London	50.0	50.7
Southington	50.0	50.6
Stamford	52.0	52.0
Waterbury	52.1	51.0
Average for all Districts	52.1	52.0

Total Man Hours Worked Per Week

Normal Period	5,952,966
January, 1923	5,463,904

LABOR TURNOVER

In Hartford Metal Manufacturing Plant During 1922	
Average number workers on the payroll during the year	965
Total number new workers hired during the year	425
Total number separations during the year	246
Actual labor turnover during the year	25.49%

The percentage of turnover was obtained by dividing the total number of separations by the average number on the payroll during the year.

Reason	Terminations		
	Male	Female	Total
Discharged	19	1	20
Laid off	20	5	25
Own accord	185	16	201
Total	224	22	246

STRIKE IN WOOLEN AND WORSTED MANUFACTURING PLANT

On February 26, 50 male and 25 female workers went on strike demanding an increase in wages. The company laid off 175 employes for one week pending settlement of the strike.

All employes returned to work on March 8, and the basis of settlement was as follows:

1. Company refused the demand of a general increase of 15%.
2. Weavers received an increase of 6 cents per yard on double weight overcoatings.
3. Pattern weavers were increased from 50c. to 58c. per hour. (Note: Investigation proved this rate to be less than in competitive plants.)
4. Weavers received an increase of 5c. per yard on light weight overcoatings.

The estimated loss in wages to workers was \$7,000, and the estimated loss in production was \$40,000.

STRIKE IN CLOTHING MANUFACTURING PLANT

On February 26, 600 workers went on strike demanding increase in wages of \$3.00 per week, where workers receive less than \$25.00 per week, and \$2.00 per week increase where workers receive more than \$25.00 per week. Workers also demanded the closed shop, whereby cutters would be required to join the union, and when new help was employed the union was to be notified and it would then recommend the workers who were to be employed.

All workers have returned to work at the old scale of wages pending decision of an arbitration board, to whom the dispute has been referred.

AGRICULTURE

HOME PRODUCTION OF FOODSTUFFS

The United States Department of Agriculture has conducted a survey which shows that 30 per cent. of the foodstuffs consumed in any given locality is brought in by railroads. In Connecticut the percentage is undoubtedly even higher. This is an unprofitable practice. Farmers should grow more of the food they consume and buy less of food produced outside their immediate locality is the consensus of opinion of 25,000 farmers in all parts of the country recently questioned on the subject by the United States Department of Agriculture. The survey showed that of the food consumed by farmers and their families 70 per cent is produced locally, and nearly 30 per cent is brought in by railroad. In the judgment of the farmers 79 per cent of the food they consume could be economically produced locally.

In a general way the survey indicated that the more isolated farmers produce more of their foodstuffs than the less isolated, and that the more prosperous sections seem to buy more than the less prosperous. The thought back of the survey was that inasmuch as high freight rates have had a tendency to reduce the prices of products which farmers sell, and to increase the prices of the things they buy, they might economically produce more of their home requirements and thus become less dependent upon the railroads and the outside world.

By sections of the country the East South Central states, including Kentucky, Tennessee, Alabama and Mississippi, led in the volume of production for home consumption with 75.2 per cent. The smallest volume of home production is in the New England States, including Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut with 58.1 per cent.

COOPERATIVE ORGANIZATIONS

One of the best illustrations of results of cooperative efforts in agriculture is illustrated by the Federated Fruit and Vegetable Growers organization. This, which is the latest national cooperating marketing institution to be established under Farm Bureau auspices is the outgrowth of the Fruit

Growers Marketing committee of 21, appointed on September 1, 1921, by the American Farm Bureau federation. The new grower-owned and grower-controlled sales agency is under the management of A. R. Rule. It is able to begin business in all the important car-lot market through purchase of the North American Fruit Exchange, which has been handling the business of cooperative fruit and vegetable marketing associations for 11 years.

The National Fruit committee was appointed with the purpose of serving only the fruit interests, but there were a number of men on the committee familiar with the vegetable industry. When the plan was perfected, it was found adapted for vegetables as well as fruits. Since vegetable groups were showing intense interest in the organization and were requesting membership in the same, the name "Federated Fruit and Vegetable Growers, Inc." was adopted. Fruits and vegetables have the same problems of transportation, refrigeration, legislation, sales and distribution, and advertising and the products are handled through the same trade channels. Consequently, there was excellent reason for the organization being broadened to include the vegetable interests as well as the fruit interests.

The executive headquarters of the organization will be in New York. New York was selected because it is the greatest consuming center of fruits and vegetables in the country. There are about 9,000,000 people in New York and the immediate metropolitan area. It is also the largest exporting center. Furthermore, some of the banking interests of New York are favorable toward the new plan of marketing and will support it.

The field service and organization office will be located in Chicago. There also will be an extensive branch sales office in Chicago, as well as in the other important consuming centers.

The new organization is to be absolutely grower-owned and grower-controlled, built from the ground up. It was felt that only through grower-ownership and grower-control could the growers develop an organization in which they could have complete confidence and which would be entirely free from private influence.

FOREIGN TRADE

CHANGES IN BRITISH TARIFF

An ad valorem duty of 33 1-3% placed on certain articles imported into Great Britain through the Safeguarding of Industries Act has been removed. The articles specified are ornamental glasses; induction coils containing tungsten when the total value will not exceed 20 shillings; toys and fancy goods when the dutiable ingredients are less than 10 per cent of the total value; toys with permanent magnets; sporting cartridges; toilet oils when unmedicated and ready for use, and toilet and medicinal preparations and flavoring extracts mixed with dutiable ingredients, when such ingredients do not exceed 10 per cent of the total value.

NEW CONSULAR INVOICE FOR PARAGUAY

A new consular invoice form has been adopted for all shipments to Paraguay and must be adhered to strictly. Revised consular regulations and conditions prescribed for the use of the new form will be rigidly enforced on all shipments reaching Paraguay after May 1.

SPANISH TAX ON CARTRIDGES

American 22 calibre rim-fire cartridges for purposes of internal revenue will be classified by the Spanish Government as subject to a tax of 0.75 pesetas per 100, instead of 2.25 per 100 as in the past.

NEW BRAZILIAN TARIFF

The new Brazilian Budget law makes many important changes in the import tariff. 60% payment is to be made in gold and 45% in paper as against 55% and 45% previously.

MEXICAN DUTY ON ADVERTISING MATTER

Advertising matter imported into Mexico carries a duty of 0.30 pesos to 2.50 pesos a legal hilo, effective January 16, 1923.

EXPORTS OF COTTON GOODS

In the year 1922 exports of cotton bleached goods exceeded 1921 by 16,000,000 square yards; printed cloth by 23,000,000 square yards, piece dyed by 18,000,000 square yards; and dyed yarn by 17,000,000 square yards.

VALUE OF IMPORTS INTO UNITED STATES

	1922	1921
January	\$217,185,396	\$208,796,989
February	215,743,282	214,529,680
March	256,177,796	251,969,241
April	217,023,142	254,579,325
May	252,817,254	204,911,186
June	260,460,898	185,689,909
July	251,771,881	178,159,154
August	281,376,403	194,768,751
September	298,493,403	179,292,165
October	276,098,811	188,007,629
November	291,905,785	210,948,036
December	297,000,000	237,495,505
Total	\$3,116,054,051	\$2,509,147,570

AMERICAN TRADE-MARKS IN GERMANY

The German Patent Office has definitely established the position of American trade-marks as concerns their priority over international trademarks. The United States Department of Commerce states: "In case of conflict, any American trade-mark registered in Germany previous to December 1, 1922, holds priority over any trademark included in the list accepted under the terms of the Madrid Convention. Before an American trade-mark, for which application was made after December 1, 1922, can be registered in Germany, the Berne list must be examined, and if no conflicting trade-mark is found the American registration will be granted. In the contrary case, registration will be denied the American mark."

SILK EXPORTS IN 1922

\$12,000,000 worth of silk goods were exported in 1922, or five times the exports of 1913 and 22% over 1921.

COSTA RICA REMOVES DUTY ON COTTON

The Costa Rican export duty of 10% ad valorem on raw and manufactured cotton of domestic production has been removed for a period of ten years.

LICENSE FOR FIREARMS IN SANTO DOMINGO

Persons wishing to import into or sell firearms or ammunition in Santo Domingo are required to obtain a license from the Secretary of the Interior.

NEWS OF THE TRADES

ADDITION TO WINSTED HARDWARE MANUFACTURING COMPANY

A contract has been let by the Winsted Hardware Manufacturing Company of Winsted for the erection of a one-story building of mill construction 146 ft. long by 144 ft. wide.

BENJAMIN L. ARMSTRONG OFFERS LAND TO HENRY FORD

Mr. B. L. Armstrong of New London, has offered to present to Henry Ford a tract of land consisting of about 40 acres fronting on the New York, New Haven & Hartford Railroad west of Ocean Avenue in New London. The offer was made because of the rumors that Mr. Ford contemplated erecting a plant in this section, but was declined, with expressions of appreciation by Mr. Ford who states that the Ford Motor Company is not at the present time considering such a move.

STANDARD HAT MANUFACTURING COMPANY SOLD

The plant of the Standard Hat Manufacturing Company of Bethel has been bought by New York interests who will operate it under the name of the Hutt & Wasserman Hat Company. Both soft and stiff hats will be manufactured and Mr. Samuel Wasserman, one of the owners, will direct operations while Mr. Hutt, the other owner, will have charge of the New York office.

PAPER MILLS RE-OPEN

The plant formerly operated by the South Coventry Paper Mills Co., Inc., at South Coventry, and which has been purchased by the Willimantic Paper Company, Inc., is being re-opened by the latter concern for the manufacture of bookbinders board, chair seat board and shank filler and counter boards for shoe manufacturers.

POPE MANUFACTURING COMPANY RE-INCORPORATED

The Pope Manufacturing Company of Hartford, formerly automobile manufacturers and inoperative for a number of years, have been reinstated as a corporation under the laws of Connecticut by special act of the present legislature.

BRISTOL ENTERTAINS RETAIL HARDWARE DEALERS

The Connecticut Retail Hardware Dealers Association recently held its annual convention in Bristol. Peter A. Cawley of Bristol was elected president, R. G. Church of Meriden, first vice-president; Allyn Fuller of Canaan, second vice-president; H. S. Hitchcock of Woodbury, secretary; George W. Stevens of Stafford Springs, treasurer.

TO CONDUCT EXPORT AND IMPORT BUSINESS

The Connecticut Terminal Company of New London has recently incorporated and will conduct a general importing and exporting business.

WATERBURY WATCH COMPANY BRINGS EQUIPMENT FROM NEW JERSEY

Officials of the Waterbury plant of the Waterbury Watch Company formerly the New England Watch Company have announced that their higher grade watches are to be manufactured at the Waterbury plant and that equipment for that purpose will be moved there from their Trenton, N. J., plant.

HARTFORD OPEN SHOP BUILDING TRADES EXCHANGE

Mr. J. H. Miller has resigned as secretary of the Hartford Open Shop Building Trades Exchange and Mr. Francis Carroll has been appointed to succeed him.

MIDDLETOWN GET-TOGETHER CLUB

Mr. A. A. Packard, manager of the Middletown branch of the Connecticut Power Company, has been appointed secretary of the Middletown Get-Together Club, succeeding Mr. D. E. Eustis of the Kirby Manufacturing Company, resigned.

WAGE INCREASE IN WATERBURY

The Chase Metal Works and the Chase Rolling Mills of Waterbury have announced a wage increase for competent unskilled labor and statement was made that there would be an equitable adjustment in other rates throughout these two plants.

The Scovill Manufacturing Company and the American Brass Company have also issued notices of increases in hiring and piece work rates.

CORTICELLI COMPANY IMPROVING NEW PLANT

Property recently acquired by the Corticelli Silk Company of New London is being remodeled for silk manufacturing purposes and is expected to be ready for the installation of new machinery early in May.

ANNUAL MEETING OF DIRECTORS OF AMERICAN HARDWARE

At the annual meeting of the directors of the American Hardware Corporation of New Britain, held March 7, Mr. H. C. M. Thomson was re-elected president and Mr. George T. Kimball, first vice-president. A quarterly dividend of seventy-five cents a share was declared payable April 1.

DUNBAR BROS. PLANT SOLD

Announcement has been made by the Wallace Barnes Company of Bristol of its purchase of the Dunbar Brothers Company, also located in that city. The Dunbar plant will continue operations as usual.

NEW HAT CONCERN IN BETHEL

The factory formerly occupied by the Bethel Hat Manufacturing Company is being repaired and new machinery installed in preparation for its occupancy by the Harrison R. Hoyt Company. The new concern will manufacture men's hats in the rough.

CONNECTICUT COMPANY INCREASES NET INCOME

The net income of the Connecticut Company for 1922 showed an increase of \$584,489 over 1921, or approximately 73%.

MEETING OF NEW LONDON MANUFACTURERS

At the annual meeting of the New London Manufacturers Association held recently the following officers were elected: President, Mr. H. L. Hetherington of the Babcock Printing Press Company; vice-president, Edward L. Streeter, Jr., of the J. N. LaPointe Company; treasurer, Henry R. Bond, Jr., of the New London Ship and Engine Company; secretary, Ralph W. Fistere.

P. L. GERETY ASSUMES NEW DUTIES

Mr. P. L. Gerety, secretary of the Industrial Association of the Lower Naugatuck Valley, has been appointed managing director of the American Lace Manufacturers Association, New York City. Mr. Gerety will continue his present duties and will be in New York two days each week.

ANNUAL MEETING NEW HAVEN METAL TRADES

The annual meeting of the New Haven branch of the National Metal Trades Association was held at the Hotel Taft, New Haven, March 15. Mr. Robert McArthur of the Geometric Tool Company was re-elected president, Mr. George A. Whitney of New Haven Clock Company was re-elected treasurer and Mr. Theodore F. Silkman was again appointed secretary.

MALLORY HAT COMPANY COMMEMORATES ONE HUNDREDTH ANNIVERSARY

In commemoration of its 100 years of hat making, the Mallory Hat Company of Danbury has issued a booklet descriptive of the development of the concern since its founding, in 1823, by Ezra Mallory. Attractively printed and profusely illustrated the booklet is, in the language of its foreword "more than an account of the Mallory Hat Company on its hundredth birthday, it is a story of Danbury and of early and modern New England."

CHENEY BROTHERS OFFER FELLOWSHIP IN ORGANIC CHEMISTRY

Cheney Brothers of South Manchester have offered \$1,000 to Yale University for two years for a graduate school fellowship in organic chemistry.

WAGE INCREASES IN TERRYVILLE AND THOMASTON

The Eagle Lock Company of Terryville has increased piece work rates 10% and the Plume and Atwood Manufacturing Company of Thomaston has put into effect increases amounting to about 2 1-2 cents an hour.

EMPLOYMENT SERVICE

WHERE EMPLOYER AND EMPLOYEE MEET

This department is open to all members without charge. All copy must be in the hands of the editor by the tenth day of the month preceding publication.

FINANCIAL EXECUTIVE — Age 28. Married. Two years in treasury department of rubber concern, then eight years as assistant secretary and treasurer. Part of this time spent in Connecticut. Desires permanent position in this section of country. Address P. W. 29.

PURCHASING EXECUTIVE — Man experienced in management of Connecticut institution desires position in industry. Had entire charge of purchases of supplies for all departments and installation of record forms. Address P. W. 30.

COST SUPERVISOR AND ASSISTANT AUDITOR — Office executive with experience in credit work, cost supervising, etc., wishes to effect connection with Connecticut firm. Will invest some money if desired. Address P. W. 31.

PRODUCTION ENGINEER — Three years' experience as foreman in screw machine department and four years as production superintendent. Prefers position which offers opportunity of working into sales end. Address P. W. 32.

ACCOUNTANT — Age 35. Married. Fifteen years' experience in accounting, cost accounting, production and factory detail, pay-roll and labor distribution. Address P. W. 33.

SALES MANAGER — Age 34. General selling and management experience including three years as sales manager of middle west concern making women's garments and two years as sales manager and financial man with middle west concern making steel castings. Would like to effect connection with foundry or allied industry. Address P. W. 34.

MECHANICAL ENGINEER — Graduate College of Engineering of University of Vermont, 1918. Served as second Lieutenant Field Artillery until October 1919. Now holds position as assistant mechanical engineer with a public utility and wishes to move to Connecticut. Experienced in design of special equipment, steel and concrete design, mechanical supervision, upkeep and estimating. Address P. W. 35.

OFFICE EXECUTIVE — Age 50, married, desires position in office management in trustworthy capacity. Experienced as manager in insurance company, in bookkeeping, tax and insurance matters. Address P. W. 36.

FOREIGN ADVERTISER — Age 33. Married. 12 years' experience in this country and abroad in advertising. Address P. W. 37.

MECHANICAL ENGINEER — Age 22. Yale graduate. Some practical experience during vacation periods. Position desired in metal manufacturing plant, preferably in Hartford district. Address P. W. 38.

STATISTICIAN — Age 28. College graduate. Knowledge of fundamentals of accounting and understands preparation of reports for executives. Address P. W. 39.

INSPECTOR OR PRODUCTION MAN — Fourteen years' experience as tool maker in screw department, chief inspector of screw machine production. Desires position in supervisory capacity in screw machine production work. Address P. W. 15.

ENGINEER — American and married. Graduate of Massachusetts Institute of Technology, 1905. 2 years as mechanical engineer at Panama Canal; 1 year instructing at Massachusetts Tech; 10 years with insurance company assigned to fire protective and factory construction work in eastern states. Address P. W. 23.

SALES EXCHANGE

In this department members may list for sale any new or used equipment or supplies. All copy must be in the hands of the editor by the tenth day of the month preceding publication.

FOR SALE

1. Power Equipment.
 - a. Motors, 110 V.D.C. from 2 H.P. to 30 H.P.
 - b. Rheostats 110 V.D.C. from 2 H.P. to 30 H.P.
 - c. Steel stack 150' high.
 - d. 1 Allis Chalmers Corliss engine.
 - e. 1 Turbo generator
 - f. 8 Adriance Bate steam flue cleaner
 - g. 20,000# Utility steam generator and grease extractor.
 - h. 1 Utility exhaust muffler separator.
 - i. 2 72" horizontal return boilers.
 - j. Hooven Owens Reutzhler Co. engine.
 - k. Philadelphia Corliss engine.
 - l. Goulds Triplex pump.
 - m. St. Lawrence Special slow speed impeller.
2. Paper box and printing house equipment.
 - a. 2 Seybold 4 rod embossing presses.
 - b. Cottrell cutting and creasing presses.
 - c. Huber single presses, No. 1 and No. 2.
 - d. 2 Golding job presses.
 - e. 1 Saranac 40" carton enameling machine.
 - f. 1 Lithographic stone planer.
 - g. 1 Hoe Radial routing machine.
 - h. 1 Hoe No. 5 electrotypers' roughing machine.
 - i. Hoe rotary wood planer 16 x 30.
 - j. Baby Stande gluing machine.
 - k. 1 bundling machine.
3. Corrugated and fibre box machinery.
 - a. 2 Morgan printing press wax automatic 110 x 60 and 24 x 42.
 - b. 1 Corrugated slotted with automatic feed 110" sheet.
 - c. 1 Corrugated rewinder and slitter 8' 6" x 10'.
 - d. 1 Corrugated single facer.
4. Miscellaneous equipment.
 - a. 1 Truck loading overhead electric crane.
 - b. 1 Ransom portable concrete mixer.
 - c. 13 single Farham drives for paper machine cylinder moulds and primary presses.
 - d. 4 double Farham drives for paper machine cylinder moulds.

Address S. E. 34.

- 1 Ideal Stenciling machine 3/4" letter.
- 30 Singer machines 44-20.
- 1 Wheeler & Wilson D-12 button sewer
- 10 Wheeler & Wilson No. 61.
- 25 Wilcox & Gibbs automatic tension machines.
- 1 Cypress tank, height 7', diameter 6 1/2'. Capacity 1496 gal.

Address S. E. 35.

1. Steel.
 - a. Alloy and high speed.
 1. 3710 lbs. Hawk double special, not annealed, varying sizes.
 2. 140 lbs. annealed 1 x 1 1/2".
 - b. Halcomb chrome vanadium, type D, annealed, 26,000 lbs., 3" to 3 1/2" round.
 - c. Midvale green label special finishing, annealed, 2800 lbs., 5/8" to 1 3/8" round.
 - d. Midvale constant oil hardening, annealed, 1580 lbs., 5 1/2" round.
 - e. Carpenter type B chrome vanadium, annealed, 1300 lbs., 7/8" round.
 - f. Vulcan Hecla special annealed, 3500#, 1 3/4" round.
 - g. Albany steel, annealed, 5100#, 6 1/8" to 6 1/4" round.
 - h. Hawk vanadium, annealed, 3000#, 1 9/16" round.
 - i. Ketos oil hardening tool, annealed, 650#, 1" round.
 - j. Rex A high speed, annealed, special .40 carbon, 1500#, 7/8" to 1 3/8" round.
 - k. Star zenith high speed, annealed, 625#, 1 3/8" to 1 1/2" round.
 - l. Carbon tool, 36,740#, large variety sizes and grades.
 - m. Cold rolled strip, 131,900# varying sizes and temper.
 - n. Hexagon free cutting screw machine stock, 8400#.
 - o. Ball bearing S S special CDS lime finish annealed dead soft for machining, 16,000#, 1/2".
 - p. Cold rolled free cutting machine screw stock, 180,000#.
2. Norway iron, 13,519#, flat, round and square, varying sizes.
3. Electrical cable, new and second hand.
4. Balata belting, new, 49,163#, 7" to 12", 3 to 5 ply.
5. Plumbago, 187,738#, 5 x chip and Fox lump.
6. Blue print machine.
7. 21 transformers.
8. Motors.
 - a. 26 3 ph. 60 cy. 440 V.A.C. induction 40° C rating, 10 to 50 H.P.
 - b. 10 single ph. 60 cy. 40° C rating A.C.—1/8 to 1/6 H.P.
 - c. 25 D.C. 40° C rating 1/4 to 1 1/2 H.P.
 - d. 2—3 ph. A.C. 40° C rating, 15 and 50 H.P.
9. Motor equipment.
 - a. 47 G.E. compensators, 440 V. type H. 5; for 3 phase motors; 3 starting coils; overload relays; 1 low voltage relay; 10 to 50 H.P.
 - b. 78 G.E. P-10 oil switches with overload relays—6 to 16 amp. relays.
 - c. 21 G.E. P-6 oil switches with overload relays and low volt release; 20 to 30 amp. relays.
 - d. 6 G.E. remote control switches with overload relays and low volt release—1 H.P. setting.
 - e. 9 G.E. K-20 oil switches with overload relays and low volt release—70 to 200 amp. setting.
10. 66 steel pulleys, crown and flat face.

Address S. E. 36.

